

Non-self-propelled unit means a unit which is not self-propelled.

Novel lifesaving appliance or arrangement means one that has new features not fully covered by the provisions of this subchapter but providing an equal or higher standard of safety.

Officer in Charge, Marine Inspection means an officer of the Coast Guard who commands a Marine Inspection Zone described in 33 CFR Part 3 or his authorized representative.

Pilot boarding equipment means a pilot ladder, accommodation ladder, pilot hoist, or combination of them as required by this subchapter.

Point of access means the place on deck of a vessel where a person steps onto or off of pilot boarding equipment.

Rescue boat means a boat designed to rescue persons in distress and to marshal survival craft.

Retrieval means the safe recovery of survivors.

Seagoing condition means the operating condition of the unit with the personnel, equipment, fluids, and ballast necessary for safe operation on the waters where the unit operates. For bottom-bearing mobile offshore drilling units (MODU), the term also applies in the bottom-bearing mode, but the lightest seagoing condition is considered to be the highest anticipated operating condition.

Self-elevating unit means a unit with moveable legs capable of raising its hull above the surface of the sea.

Self-propelled unit means a unit that has propulsion machinery that provides for independent underway navigation.

Surface type unit means a unit with a ship shape or barge type displacement hull of single or multiple hull construction intended for operation in the floating condition.

Survival craft means a craft capable of sustaining the lives of persons in distress after abandoning the unit on which they were carried. The term includes lifeboats and liferafts, but does not include rescue boats.

Watertight means designed and constructed to withstand a static head of water without any leakage, except that *watertight equipment* means enclosed equipment so constructed that a stream of water from a hose (not less

than 1 inch in diameter) under head of about 35 feet from a distance of about 10 feet, and for a period of 5 minutes, can be played on the apparatus without leakage.

Weathertight means that water will not penetrate into the unit in any sea condition, except that *weathertight equipment* means equipment so constructed or protected that exposure to a beating rain will not result in the entrance of water.

Widely-separated locations as the term applies to the location of lifeboats on self-elevating units, means locations on different sides or ends of the unit separated by sufficient distance or structure to protect the lifeboats in one location from a fire or explosion occurring at or near the lifeboats in another location on the unit. Locations across from each other at the apex of a unit with a triangular deck are not widely-separated locations unless there is a substantial solid structure between them.

[CGD 73–251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 79–032, 49 FR 25455, June 21, 1984; CGD 88–070, 53 FR 34534, Sept. 7, 1988; CGD 84–069, 61 FR 25289, May 20, 1996; 63 FR 52814, Oct. 1, 1998]

EFFECTIVE DATE NOTE: By CGD 84–069, 63 FR 52814, Oct. 1, 1998, §107.111 was amended by adding definitions for “Drillship” and “Widely-separated locations”, effective Nov. 2, 1998.

§ 107.113 Industrial personnel.

Industrial personnel are all persons, exclusive of the required crew as set forth in the Certificate of Inspection, carried on board a mobile offshore drilling unit for the sole purpose of carrying out the industrial business or functions of the unit.

§ 107.115 Incorporation by reference.

(a) The standards referred to in this subchapter are incorporated by reference. The incorporation by reference was approved by the Director of the Federal Register under the provisions of 1 CFR Part 51 on November 7, 1978.

(b) The standards are on file in the FEDERAL REGISTER library and are available from the appropriate organizations whose addresses are listed below:

Coast Guard, DOT

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(1) American Bureau of Shipping, Two World Trade Center, 106th Floor, New York, NY 10048.

(2) American National Standards Institute Standards (ANSIS), American Society of Mechanical Engineers, 345 East 47th Street, New York, New York 10017.

(3) American Petroleum Institute, 2101 L Street, N.W., Washington, D.C. 20037.

(4) International Cargo Gear Bureau, Inc., 90 West Street—Suite 1612, New York, New York 10004.

(5) National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02269-9101.

(6) Underwriters Laboratories, 12 Laboratory Drive, Research Triangle Park, NC 27709-3995.

[CGD 73-251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 88-070, 53 FR 34534, Sept. 7, 1988; CGD 88-070, 53 FR 37570, Sept. 27, 1988; CGD 88-070, 53 FR 44011, Nov. 1, 1988; CGD 96-041, 61 FR 50730, Sept. 27, 1996; CGD 97-057, 62 FR 51046, Sept. 30, 1997]

§ 107.117 Coast Guard addresses.

When approval of the Commandant is required under this subchapter, the following addresses are to be used:

(a) For approval by Commandant (G-MOC)—

Commandant (G-MOC), U.S. Coast Guard, Washington, D.C. 20593-0001.

(b) For approval by Commandant (G-MSE)—

Commandant (G-MSE), U.S. Coast Guard, Washington, D.C. 20593-0001.

[CGD 73-251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 82-063b, 48 FR 4781, Feb. 3, 1983; CGD 88-070, 53 FR 34534, Sept. 7, 1988; CGD 95-072, 60 FR 50464, Sept. 29, 1995; CGD 96-041, 61 FR 50730, Sept. 27, 1996]

Subpart B—Inspection and Certification

§ 107.201 Purpose.

This subpart prescribes rules for the—

(a) Original inspection and issuance of an original Certificate of Inspection required by 46 U.S.C. 3301, 3307 and 3309;

(b) Biennial inspection for certification and renewal of a Certificate of Inspection required by 46 U.S.C. 3301, 3307, 3309;

(c) Reinspection required by 46 U.S.C. 3308;

(d) Inspection after an accident required by 46 U.S.C. 3308; and

(e) Inspection of repairs or alterations, or both, required by 46 U.S.C. 3308 and 3313;

(f) Amendments to Certificates of Inspection;

(g) Issuance of Temporary Certificate of Inspection; and

(h) Issuance of Permit to Proceed to Another Port for Repairs.

[CGD 73-251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 83-067, 49 FR 39161, Oct. 4, 1984]

§ 107.205 Alternate compliance.

(a) In place of compliance with other applicable provisions of this subchapter, the owner or operator of a vessel subject to plan review and inspection under this subchapter for initial issuance or renewal of a Certificate of Inspection may comply with the Alternate Compliance Program provisions of part 8 of this chapter.

(b) For the purposes of this section, a list of authorized classification societies is available from Commandant (G-MSE). Approved classification society rules and supplements are contained in 46 CFR 8.110(b).

[CGD 95-010, 62 FR 67536, Dec. 24, 1997]

§ 107.211 Original Certificate of Inspection.

(a) The owner or builder of a unit applies for an inspection for an original Certificate of Inspection by submitting before construction is started:

(1) A completed Application for Inspection of U.S. Vessel, Form CG-3752, to the Officer in Charge, Marine Inspection, of the marine inspection zone in which the unit is to be constructed; and

(2) Plans and information indicating the proposed arrangement and construction of the unit to the Coast Guard in accordance with Subpart C of this part.

(b) An original Certificate of Inspection is issued if the Coast Guard finds, during the inspections conducted while the unit is being constructed, that a unit contracted for on or after January 3, 1979 meets § 107.231.

(c) An original Certificate of Inspection is issued if the Coast Guard finds that an uncertificated unit contracted